

Kwinana International Motorplex – Review of Noise Management Plan and potential Change to Environmental Conditions relating to noise management

Western Australian Sports Centre Trust

**Section 46 Report and recommendations
of the Environmental Protection Authority**

**Environmental Protection Authority
Perth, Western Australia
Bulletin1123
December 2003**

Environmental Impact Assessment Process Timelines

Date	Progress stages	Time (weeks)
14 July	Level of Assessment set (following any appeals upheld)	10 weeks
22 Sept	Proponent Document Released for Public Comment	
20 Oct	Public Comment Period Closed	4 weeks
24 Nov	Final Proponent response to the issues raised	4 weeks
8 Dec	EPA report to the Minister for the Environment	2 weeks

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1. Introduction and background

The Minister for the Environment has requested that the Environmental Protection Authority (EPA) review the revised Motorplex Noise Management Plan (NMP) prepared by the Western Australian Sports Centre Trust (WASCT) and provide advice under Section 46(1) of the *Environmental Protection Act 1986* (EP Act) on possible changes to the Environmental Conditions relating to noise management. The request relates to Environmental Condition 7-1 of Statement 531 issued on 20 December 1999 allowing the Kwinana International Motorplex to be implemented.

Background

Following release of the proponents Public Environmental Review (PER) in June 1999 (ERM 1999), the EPA reported to the then Minister for the Environment on the Kwinana International Motorplex proposal in September 1999 in Bulletin 948 (EPA, 1999). That report discussed the matter of noise in some detail.

The then Minister for the Environment considered the EPA report pursuant to Section 45 of the EP Act and determined that the proposal may be implemented subject to the Environmental Conditions of Statement 531 which were issued in December 1999.

The EPA provided further advice on possible changes to the Environmental Conditions in March 2000 in Bulletin 973 (EPA, 2000), however the suggested changes were not progressed.

Condition 7-1 of Statement 531 required the preparation of a NMP and the proponent's NMP was approved in December 2000. There was a requirement for the NMP to be revised following the collection of operational noise monitoring data from the Motorplex operation.

The NMP has now been revised in close consultation with the Department of Environmental Protection (DEP), the WASCT, an external acoustic consultant and Kwinana Motorplex Pty Ltd using information gathered from noise monitoring during the first, second and third seasons of operation.

In June 2003, the Minister for the Environment requested that the EPA review the revised NMP and report on possible changes to the Environmental Conditions relating to noise management under Section 46(1) of the EP Act.

As part of this review, the EPA released the proponent's document (which contained both the original and revised NMP) for four weeks public review from 22 September to 20 October 2003.

2. Context of this report

The EPA first reported to the then Minister for the Environment on the Kwinana International Motorplex proposal in September 1999 in Bulletin 948. The EPA summarised its findings on noise on pages 9 and 10 of that Bulletin.

The information provided in this report should not be interpreted as amending the EPA advice given in Bulletin 948. In relation to noise, the EPA did not conclude that the proposal could meet the EPA's objectives. In particular the EPA advised in Bulletin 948 that any activity which consistently and substantially exceeds the assigned noise levels pursuant to the Noise Regulations may well be judged under Section 49 of the EP Act to "unreasonably interfere

with the health, welfare, convenience, comfort or amenity” of the people most closely exposed to the noise.

The decision to allow the Motorplex to be implemented was made by the then Minister for the Environment in December 1999 and as such the EPA is not revisiting the issue of whether noise can be managed to meet its objectives but focussing on whether the revised NMP is consistent with the proposal as defined by the proponent in the original PER.

3. Report

This report is in two sections, comprising:

- a) a review of the revised NMP; and
- b) advice on whether the Environmental Conditions should be changed.

A list of organisations that made submissions is included in Appendix 1 and References are listed in Appendix 2. Environmental Condition Statement 531, published on 20 December 1999 is presented in Appendix 3.

Appendix 4 contains a summary of the public submissions and the proponent’s response. The summary of public submissions and the proponent’s response are included as a matter of information only and do not form part of the EPA’s report and recommendations. The EPA has considered issues arising from this process in its review.

3.1 Review of the revised NMP

Description

The revised NMP has been prepared in close consultation with noise specialists at the DEP. In negotiating the revised NMP, the DEP has sought to bring the overall NMP framework in line with the original PER. Where deviations were required for operational reasons, the DEP has sought to obtain an equivalent “offset” from the proponent. The intention of the “offset” is to ensure that the overall “noise dose” (an indication of the total sound energy) received by the local community is broadly the same as envisaged in the original PER.

The noise limits specified in the original NMP were 95 dB(A) for 10% of any 4 hour period (drag racing) and 80 dB(A) for 25% of any 4 hour period (speedway). The original NMP allowed a noise level 5dB higher than predicted in the original PER to allow for noise prediction uncertainty. However, since monitoring has subsequently shown that the operations have largely complied with the original predictions, this allowance has been removed in the revised NMP and a percentage compliance criterion has been specified. The revised NMP specifies a limit of 90 dB(A) for 99.4% of the time for drag racing and 75 dB(A) for 97.5% of the time for speedway.

For drag racing, the percentage of racing time was underestimated in the original PER (10% predicted versus 12% actual). The revised NMP now specifies a maximum racing time (12% drag racing, 25% speedway) since this is a parameter that the operator can control directly whereas a percentage compliance time requires feedback from the noise monitoring.

The original NMP allowed the public address system to operate at a maximum of 70 dB(A), whereas the revised NMP seeks to manage noise from all miscellaneous activities and includes a limit of 55 dB(A) for 50% of the time.

To compensate or provide an “offset” for periods when the noise may be higher than predicted (0.6% drag racing, 2.5% speedway) and the greater percentage of racing time (12% instead of 10% for drag racing), the revised NMP reduces the duration of each event by 2 hours. This means that the “noise dose” will be about the same as that predicted in the original PER.

Agency and public comments

There was limited public interest in the review with only three submissions received. The Town of Kwinana supported the revised NMP but reiterated its concern over the impact on the remaining residents of Hope Valley. The Conservation Council of Western Australia expressed its concern about the impact of noise levels on residences and the National Association of Speedway Racing expressed its concern at the stringency of the noise restrictions.

Complaints

The number of complaints has dropped off considerably over the three racing seasons and while this may in part be due to the relocation of residents from Hope Valley, it is also possible that many complainants have become complacent believing there is little point complaining as nothing is going to change anyway.

Both the original and revised NMP’s allow up to 60 speedway events per year, which is much greater than the number currently being run and complaints could potentially increase if 60 events were run.

The area subject to the greatest noise impact is Hope Valley and the EPA noted in Bulletin 948 that if Government took early action to change the residential status of the Hope Valley area, there would be a substantial reduction in the level of impact from noise on the community. While substantial progress has been made, the EPA reiterates its recommendation that the change in residential status be completed as early as possible.

Assessment

The EPA notes that the revised NMP has been prepared in close consultation with noise specialists at the DEP.

The EPA notes that the “offset” presented in the revised NMP of reducing the duration of each event by 2 hours means that the “noise dose” (an indication of total sound energy) will be about the same as that predicted in the original PER. The EPA accepts the DEP advice that this is an appropriate “offset” in this circumstance.

Summary

Having particular regard to the:

- (a) revised NMP being prepared in close consultation with the DEP; and
- (b) revised NMP managing the “noise dose” in line with that predicted in the original PER;

it is the EPA’s opinion that the revised NMP manages noise consistent with the noise predictions in the original PER and as such should replace the original NMP and be implemented as soon as practicable.

3.2 Should the Environmental Conditions be changed?

The EPA considers that existing Condition 7-1, requiring the preparation and implementation of an NMP to the satisfaction of the Minister for the Environment on advice from the EPA,

provides an adequate mechanism to manage noise consistent with the original PER and as such it recommends that no change to the Environmental conditions is necessary.

4. Conclusion

This report is the response of the EPA to the Ministers request that the EPA review the revised NMP and report on possible changes to the Environmental Conditions under Section 46(1) of the EP Act. However, the information provided in this report should not be interpreted as amending the EPA advice given in Bulletin 948.

The EPA believes the revised NMP represents an improvement over the original NMP and brings the noise management of the facility in line with the original PER proposal. The EPA recommends that the revised NMP be implemented.

The EPA concludes that the current condition 7-1 relating to noise management is adequate and as such recommends no change to the existing Environmental Conditions.

Appendix 1

List of Submitters

State/Local Government

- Town of Kwinana

Organisations

- Conservation Council Of Western Australia
- National association of Speedway racing

Appendix 2

References

EPA (1999). *Kwinana International Motorplex*, Bulletin 948, Environmental Protection Authority, Government of Western Australia, September 1999.

EPA (2000). *Kwinana International Motorplex – Change to environmental conditions*, Bulletin 973, Environmental Protection Authority, Government of Western Australia, March 2000.

ERM (1999). *Kwinana International Motorplex, Public Environmental Review*. Western Australian Sports Centre Trust, June 1999.

WASCT (2003). *Kwinana International Motorplex, Review of the Noise Management Plan and potential change to Environmental Conditions relating to noise management under Section 46 of the Environmental Protection Act*. Western Australian Sports Centre Trust, September 2003.

Appendix 3

Statement of Environmental Conditions of Approval (20 December 1999)



Statement No.

MINISTER FOR THE ENVIRONMENT;
LABOUR RELATIONS

000531

**STATEMENT THAT A PROPOSAL MAY BE IMPLEMENTED
(PURSUANT TO THE PROVISIONS OF THE
ENVIRONMENTAL PROTECTION ACT 1986)**

**KWINANA INTERNATIONAL MOTORPLEX
ADJACENT TO ROCKINGHAM ROAD BETWEEN ANKETELL & THOMAS ROADS
TOWN OF KWINANA**

Proposal: The construction and operation of a motor sport facility for speedway and drag racing, as documented in schedule 1 of this statement.

Proponent: WA Sports Centre Trust

Proponent Address: PO Box 502, Claremont WA 6010

Assessment Number: 1261

Report of the Environmental Protection Authority: Bulletin 948

The proposal to which the above report of the Environmental Protection Authority relates may be implemented subject to the following administrative procedures and environmental conditions:

Administrative procedures

1 Implementation

- 1-1 Subject to these conditions and procedures, the proponent shall implement the proposal as documented in schedule 1 of this statement.
- 1-2 Where the proponent seeks to change any aspect of the proposal as documented in schedule 1 of this statement in any way that the Minister for the Environment determines, on advice of the Environmental Protection Authority, is substantial, the proponent shall refer the matter to the Environmental Protection Authority.
- 1-3 Where the proponent seeks to change any aspect of the proposal as documented in schedule 1 of this statement in any way that the Minister for the Environment determines, on advice of the Environmental Protection Authority, is not substantial, those changes may be effected.

Published on

20 DEC 1999

2 Proponent Commitments

- 2-1 The proponent shall implement the consolidated environmental management commitments documented in schedule 2 of this statement.
- 2-2 The proponent shall implement subsequent environmental management commitments which the proponent makes as part of the fulfilment of conditions and procedures in this statement.

3 Proponent

- 3-1 The proponent for the time being nominated by the Minister for the Environment under section 38(6) or (7) of the Environmental Protection Act 1986 is responsible for the implementation of the proposal until such time as the Minister for the Environment has exercised the Minister's power under section 38(7) of the Act to revoke the nomination of that proponent and nominate another person in respect of the proposal.
- 3-2 Any request for the exercise of that power of the Minister referred to in condition 3-1 shall be accompanied by a copy of this statement endorsed with an undertaking by the proposed replacement proponent to carry out the proposal in accordance with the conditions and procedures set out in the statement.
- 3-3 The proponent shall notify the Department of Environmental Protection of any change of proponent contact name and address within 30 days of such change.

4 Kwinana Motor Sport Management Committee

- 4-1 The proponent will establish the Kwinana Motor Sport Management Committee to oversee the implementation of the Motorplex and the fulfilment of commitments.

The Committee will have a membership which includes the following:

- An independent Chairperson appointed by the WA Sports Centre Trust;
- A member of the WA Sports Centre Trust;
- An Officer of the Ministry of Planning;
- An Officer of the Department of Environmental Protection;
- The Mayor of the Town of Kwinana;
- A representative of the Kwinana Industries Council; and
- A Motorplex motor sport representative.

5 Commencement

- 5-1 The proponent shall provide evidence to the Minister for the Environment within five years of the date of this statement that the proposal has been substantially commenced.
- 5-2 Where the proposal has not been substantially commenced within five years of the date of this statement, the approval to implement the proposal as granted in this statement shall lapse and be void. The Minister for the Environment will determine any question as to whether the proposal has been substantially commenced.

- 5-3 The proponent shall make application to the Minister for the Environment for any extension of approval for the substantial commencement of the proposal beyond five years from the date of this statement at least six months prior to the expiration of the five year period referred to in conditions 5-1 and 5-2.
- 5-4 Where the proponent demonstrates to the requirements of the Minister for the Environment on advice of the Environmental Protection Authority that the environmental parameters of the proposal have not changed significantly, then the Minister may grant an extension not exceeding five years for the substantial commencement of the proposal.

6 Compliance Auditing

- 6-1 The proponent shall submit periodic Compliance Reports, in accordance with an audit program prepared in consultation between the proponent and the Department of Environmental Protection.
- 6-2 Unless otherwise specified, the Chief Executive Officer of the Department of Environmental Protection is responsible for assessing compliance with the conditions, procedures and commitments contained in this statement and for issuing formal, written advice that the requirements have been met.
- 6-3 Where compliance with any condition, procedure or commitment is in dispute, the matter will be determined by the Minister for the Environment.

Environmental conditions

7 Noise Management Plan

- 7-1 Prior to operation, the proponent shall prepare a Noise Management Plan to manage noise impacts on the amenity of nearby residents resulting from activities associated with the proposal, to the requirements of the Minister for the Environment on advice of the Environmental Protection Authority and the Kwinana Motor Sport Management Committee.

This Plan shall address:

- 1 noise mitigation measures;
- 2 noise limits at specified external locations;
- 3 noise monitoring and complaints procedures; and
- 4 limitations on the days and times of motorsport events.

- 7-2 The proponent shall implement the Noise Management Plan required by condition 7-1.
- 7-3 The proponent shall make the Noise Management Plan required by condition 7-1 publicly available, to the requirements of the Environmental Protection Authority.

Note 1: The most recent exemptions of the Claremont Speedway and the Ravenswood International Raceway should be considered in the development of the Noise Management Plan required by condition 7-1.

8 Individual Fatality Risk

- 8-1 Prior to construction of buildings (ie prior to completion of earthworks), the proponent shall carry out further individual fatality risk assessment to the requirements of the Minister for the Environment on advice of the Environmental Protection Authority and the Kwinana Motor Sport Management Committee, to demonstrate that the risk to patrons will meet acceptable levels.

The risk assessment shall include the risk associated with both near and far-field effects from established industry, recent industrial developments and the transport of dangerous goods in the Kwinana area.

- 8-2 Based on the further risk assessment required by condition 8-1, the proponent shall incorporate the outcome of the risk assessment into the design of the facility and into the development of the Emergency Response Plan required by commitment 13 of schedule 2. The Emergency Response Plan shall be provided to the Fire and Emergency Services Authority.

Note 2: The risk assessment required by condition 8-1 should utilise data from existing quantitative risk assessments for industries within the Kwinana Industrial Area, to be provided by the Department of Minerals and Energy.

9 Decommissioning Plan

- 9-1 At least six months prior to decommissioning, the proponent shall prepare a Decommissioning Plan to ensure that the site is left in a suitable condition, to the requirements of the Environmental Protection Authority on advice of the Department of Environmental Protection.

This Plan shall address:

- 1 removal or, if appropriate, retention of plant and infrastructure;
 - 2 rehabilitation of all disturbed areas to a standard suitable for agreed new land uses;
and
 - 3 identification of contaminated areas, including provision of evidence of notification to relevant statutory authorities.
- 9-2 The proponent shall implement the Decommissioning Plan required by condition 9-1 until such time as the Minister for the Environment determines that decommissioning is complete.
- 9-3 The proponent shall make the Decommissioning Plan required by condition 9-1 publicly available, to the requirements of the Environmental Protection Authority.

Procedure

1. The Ministry for Planning is the State Government agency responsible for the coordination of Perth's Bushplan. The Ministry for Planning will identify and secure for conservation purposes an area of land equivalent in conservation value to the area lost within Perth's Bushplan Site 349 in consultation with the Environmental Protection Authority.



CHERYL EDWARDES (Mrs) MLA
MINISTER FOR THE ENVIRONMENT

17 DEC 1999

Schedule 1

The Proposal (1261)

The proposal is to construct and operate a motor sport facility on a 70 hectare site in the Town of Kwinana, approximately 28 kilometres from Perth. The site is east of the Kwinana heavy industry area and approximately 1.5 kilometres north-west of the Medina residential area, and is adjacent to Rockingham Road between Anketell and Thomas Roads. (See Figure 1).

The key proposal characteristics are summarised in Table 1.

Table 1 – Summary of key proposal characteristics

Element	Quantities/Description
Location	Kwinana
Nature of operation	Speedway and drag racing events.
Total area of site	70 hectares of which about 15 hectares will be developed for the facility and supporting infrastructure
Speedway	Speedway track covering approximately 2.8 hectares.
Drag racing strip	Drag racing track 1127 metres long running north-south parallel to Rockingham Road.
Competitors facilities	Hard-stand areas for pre- and post- race checking/maintenance; Pit area.
Fuel storage	Methanol, and petrol will not be stored on-site but will be brought onto the site for each meeting and removed after the meeting; About 1000 litres of diesel fuel will be stored on-site for use by site machinery.
Viewing areas	Grandstand covering about 0.8 hectares
Public parking	Car parking for 4500 cars.
Waste disposal	Litter and packaging collected by weekly contractor; Sewage: connected to reticulated sewerage system; Oil/fuel drums/containers: disposed of by car owners and recycling contractors.
Other infrastructure	Amenities and associated facilities; Access roads.
Drainage	To be managed so as not to interfere with on-going management of groundwater. Drainage from residue areas is to be directed to infiltration basins within the residue area; drainage from clean soil, made surfaces and natural soils is to be directed to infiltration basins in the natural soils; and infiltration basins serving areas with potential sources of hydrocarbons are to be fitted with appropriate contaminant separation facilities.

Figure (attached)

Figure 1 - Site location plan

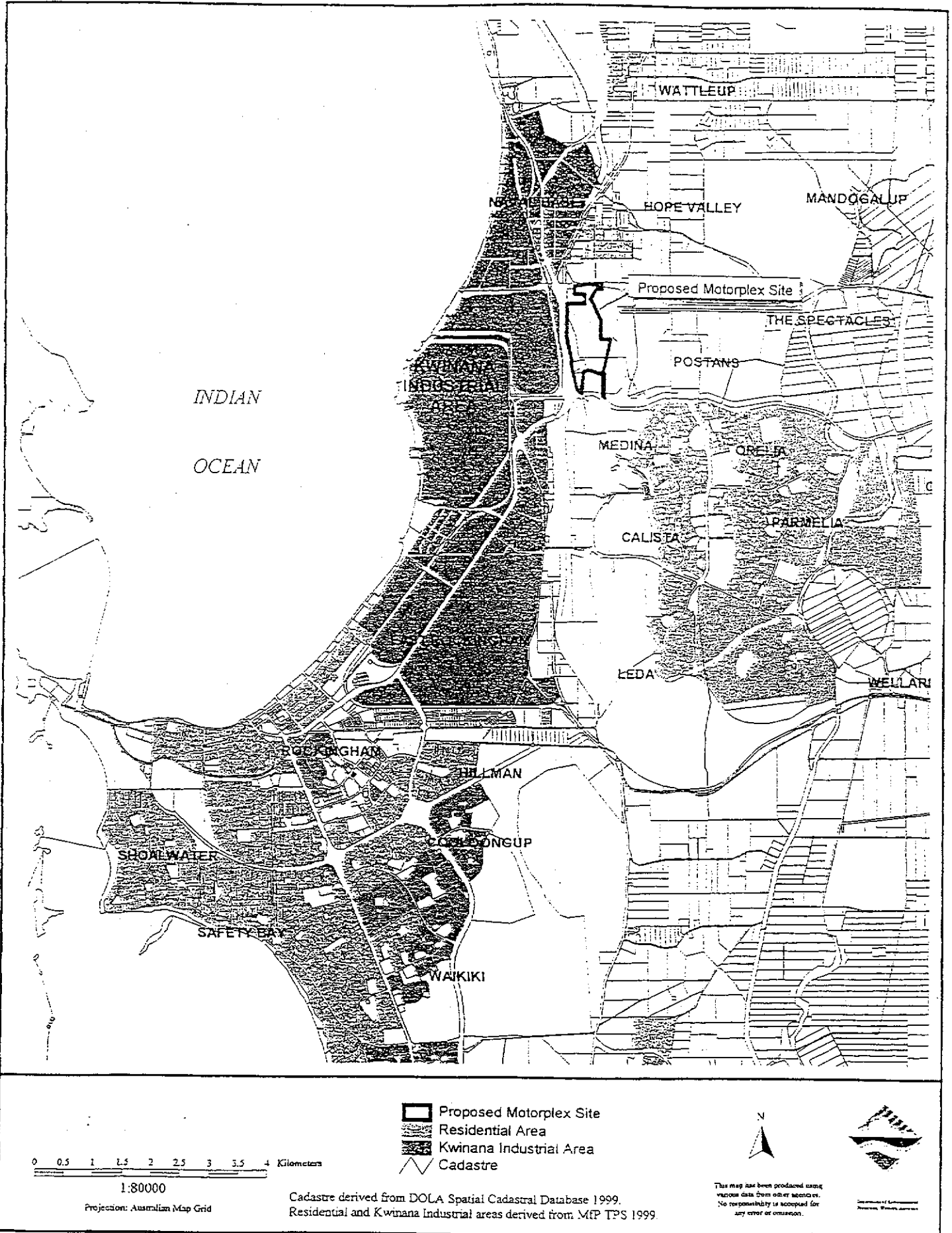


Figure 1. Location Plan.

**Proponent's Consolidated Environmental Management
Commitments**

September 1999

**KWINANA INTERNATIONAL MOTORPLEX,
ADJACENT TO ROCKINGHAM ROAD
BETWEEN ANKETELL & THOMAS ROADS,
TOWN OF KWINANA (1261)**

WA Sports Centre Trust

Proponent's Consolidated Environmental Management Commitments (1261)

No	Condition	Objective	Action	Timing	To Whose Satisfaction	Compliance Criteria
1	The proponent will prepare and implement an Environmental Management System prior to the commissioning of the Motorplex.	To ensure sound environmental management of the Motorplex operations	Develop the EMS	Prior to operation	DEP	Meet the requirements of ISO 14001
2	The proponent will develop and implement a rehabilitation and landscape plan.	To ensure that regionally significant vegetation and flora are protected in accordance with the principles of Bushplan	Prepare the Rehabilitation and Landscape plan using endemic vegetation and including on-going management and weed control	Prior to construction	DEP	Acceptance of plans
3	The proponent will conduct a flora survey targeting threatened flora species.	To determine whether any threatened flora species occurs in the study area	Conduct the field survey Comply with CALM directives	During Spring - prior to construction	DEP CALM	Survey completed, results forwarded to DEP and CALM. CALM directives complied with.
4	The proponent will ensure the study area boundary is clearly marked.	To minimise disturbance of adjacent vegetated areas, particularly Bushplan Site no 349	Clearly mark study area boundary	Prior to construction	DEP	No disturbance of vegetation outside boundary

No	Condition	Objective	Action	Timing	To Whose Satisfaction	Compliance Criteria
5	The proponent will implement dust control measures during the construction of the facility in the event that strong winds and dry conditions make dust generation likely.	To control any dust generation as a result of construction activities	Apply water spray where required	During construction as required	DEP	No justified complaints from residents
6	The proponent will prepare a dust management plan for on-going operation of the facility.	To ensure dust generation is adequately managed	Prepare plan	Prior to operation	DEP	Acceptance of plan
7	The proponent will undertake an Aboriginal heritage survey of the study area prior to commencing construction.	To determine if any significant Aboriginal heritage sites occur in the study area	Commission a consultant to undertake the Aboriginal heritage assessment	Prior to construction	AAD and DEP	Compliance with the Aboriginal Heritage Act, 1972
8	The proponent will prepare detailed engineering and construction plans.	To ensure the on-going integrity of groundwater monitoring and to mitigate against the risk of damage to bauxite residue areas or the loss of alkaline water to the environment.	Liaise with Alcoa and DRD Develop plans	Prior to construction On-going liaison	DEP and WRC	Acceptance of plans

No	Condition	Objective	Action	Timing	To Whose Satisfaction	Compliance Criteria
9	The proponent will develop a drainage strategy to ensure that the development does not interfere with ongoing groundwater contamination management within the RSAs.	To ensure the spread of existing groundwater contamination is controlled	Liaise with Alcoa and DRD Develop a drainage strategy	Prior to construction	DEP and WRC	Compliance with Government Agreement.
10	The proponent will provide facilities to assist in recycling waste products.	To comply with the EPA objective	Include recycling policies in the EMS	Ongoing	DEP	Compliance with the DEPs waste management hierarchy
11	The proponent will provide a roofed and bunded area with impervious floor for the storage of fuel and chemicals.	To reduce the risk of groundwater contamination.	Design facility	Prior to operation	DME WRC DEP	Facility meets requirements
12	The proponent will develop a contingency plan for accidental spills of hazardous chemicals.	To avoid contaminating ground and surface water	Prepare contingency plan as part of the EMS	Prior to operation	DEP	Compliance with DEP requirements
13	The proponent, in conjunction with the operators of the facility, will develop a comprehensive Emergency Response Plan.	To minimise the individual risk to patrons at the Motorplex	Prepare a comprehensive emergency response plan	Prior to operation	DEP	Acceptance of plan

No	Condition	Objective	Action	Timing	To Whose Satisfaction	Compliance Criteria
14	The proponent will provide traffic management measures.	To ensure that the impact on normal traffic movement is minimised including Armstrong Rd.	Develop signage and provide traffic marshals.	Prior to operation	DEP DoT	Acceptance of plans
15	The proponent will develop a noise management plan to address the noise emission impacts.	To effectively manage noise impact	Prepare noise management plan	Prior to operation	DEP	Accepted by the DEP
16	The proponent will continue discussions with the DEP with regards to obtaining appropriate approval or exemption for noise emissions	To effectively manage noise impact	Liaise with the DEP	Prior to operation	DEP	Compliance with the approval on exemption conditions
17	The proponent will establish a complaints handling procedure	To provide the general community with a means of registering complaints	Establish a telephone number and advertise it locally	Prior to operation	DEP	Telephone number established and advertised

Abbreviations

AAD = Aboriginal Affairs Department
 CALM = Department of Conservation and Land Management
 DEP = Department of Environmental Protection
 DME = Department of Minerals and Energy
 DoT = Department of Transport
 DRD = Department of Resources Development
 EMS = Environmental Management System

Appendix 4

Summary of Public Submissions and Proponent's Response

1. The Town of Kwinana advises that it supports the proposed revised Motorplex Noise Management Plan but reiterates its concerns about the potential for negative noise impacts upon the remaining residents of Hope Valley and Medina. Could the proponent comment on this?

Response:

The Town of Kwinana's support for the proposed Revised Noise Management Plan is noted as is its concerns about the potential for negative noise impacts upon the remaining residents of Hope Valley and Medina.

The proponent advises that over the first three years of operation, the operators have endeavoured to keep noise impacts to a minimum, which has resulted in a low level and diminishing number of complaints over the period.

The majority of noise complaints have come from Hope Valley, which the proponent understands is now zoned light industrial and within the next two years there will be virtually no residents living in the area.

The only complaints which have emanated from Medina have coincided with unusual meteorological conditions associated with a low cloud cover and northerly winds.

2. The Conservation Council of Western Australia (CCWA) advises that it supports the ongoing management of this facility, but believes the noise is much worse than envisaged at the time of construction. The CCWA suggests the operators should be encouraged to reduce noise, not increase levels as proposed because they cannot meet the original proposed levels. Racing and Drag vehicles can reduce noise. During the worst times the noise can be heard in Rockingham and Henderson, whereas the monitoring is close to the facility, consideration should be taken to the loss of lifestyle for residents in surrounding suburbs. Could the proponent comment on this matter?

Response:

The proponent acknowledges and thanks the CCWA's support of the ongoing management of this facility.

The noise levels resulting from racing at the Motorplex were predicted during the pre-construction phase and documented in the PER. The predicted noise levels at Hope Valley were between 97 dB(A) and 72 dB(A) for Drag Racing (depending on vehicle type) and 74 dB(A) for Speedway. The allowable noise levels in the proposed NMP are 90 dB(A) for Drag Racing and 75 dB(A) for Speedway. It can therefore be seen that there is no proposal to increase the noise levels. In addition to this, the results of the noise monitoring to date, show that the predicted noise levels are being met at all times except during the presence of unusual meteorological conditions that enhance noise propagation over distance.

The monitoring of noise at 1km provides the most accurate method of determining compliance with the noise management plan criteria. Noise measurements at distances greater than this will be highly affected by the meteorological conditions and would not accurately reflect the noise emissions from the complex.

3. The National Association of Speedway Racing (NASR), the National Governing Body for Speedway racing in Australia, believes that the Noise Management Plan is extremely restrictive for any speedway to operate within. NASR is concerned by the reduction from 80dB(A) to 75dB(A) at 1000 metres as they believe that even with the best internationally recognised speedway mufflers that the levels at 1000 metres are more likely to be between 80 and 85dB(A). This of course is dependent on meteorological conditions however it appears that the proposed reduction from 80dB(A) to 75dB(A) will, or may be measured in the 'worst case' meteorological conditions. NASR note that it is proposed to allow a small percentage of time where the 75dB(A) may be exceeded however they still believe that the base level should be at least 80dB(A) but probably closer to 85dB(A) to realistically have compliance. Could the proponent comment on this matter?

Response:

The proponent supports the comments made by NASR however feel that 75dB(A) should be achievable in most meteorological conditions. It should be noted that only one complaint was received from speedway activities last year which demonstrates that there should be no issues in retaining the 80dB(A) level for speedway activities.

4. NASR note that during last season there was just 1 (one) complaint that could be attributed to speedway racing noise, which clearly indicates that speedway noise of 80dB(A) at 1000 metres does not represent any noise issue. It should also be noted that the speedway racing previously occurred with very few complaints at Claremont, which was completely, and closely surrounded by houses in an inner Perth suburb and now the Kwinana location has 2km separation from residential zoned areas. It seems quite unnecessary to tighten the speedway noise levels when:
 - a) they are already considerably lower than other activities held at the venue.
 - b) there are virtually no complaints generated from the actual speedway racing noise with the existing 80dB(A) at 1000m.
 - c) the racers will have a great deal of technical difficulty in complying with the new lower levels as nearly all speedway racing mufflers are designed and built in the USA.
 - d) according to surveys, the spectators rate noise as an important part of the attraction to speedway racing events.
 - e) over 225,000 people visited Quit Motorplex last season enjoying the atmosphere which includes the noise component.
 - f) the existing speedway noise levels have been accepted by the local residents.Could the proponents comment on this matter?

Response:

The proponent concurs with the comments made by NASR.